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1. A large airfield occupied by 20 to 30 four-engine transports was seen near Novosibirsk (55°00'N/82°55'W), Novosibirsk Oblast, 1 km west of the Ob River and north of the railroad line.
2. An airfield was north of the town and railroad line, east of the Ob River and north of the junction of the Velashka and Ob Rivers, *
3. There was an old airfield of about 2 x 3 km which was bordered by three hangars, several buildings and fuel tank installations, on the south and west. The 2 km square airfield which was under construction bordered on the old airfield to the north and northeast. The landing field was being levelled and six parallel concrete runways, each 600 meters long and about 45 meters wide, were under construction. New buildings had not been erected by 1948. The foundations for eight installations, 10 meters square and about 7 meters deep, were being dug out in the eastern section of the new field. Bricks, concrete, and iron girders were being hauled to the building site. Fuel tank installations were probably under construction there.
4. There was intensive day and night flying with twin-engine aircraft fitted with retractable landing gear, far projecting cockpits and triangular rudder assembly.
5. An airfield with a railroad connection, barracks installations and hangars was east of the town and the searchlight factory and south of a railroad line running east.

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6. A second airfield with hangars and buildings was west of the town and the Ob River and north of the railroad line to Omsk (54°50'N/73°23'E).
7. [redacted] the two fields [redacted] were equipped with concrete runways 1,000 meters long. 25X1
8. Parachute jumps were often observed. 25X1
9. An airfield was at the eastern edge of the town, south of a double-tracked railroad line running east and northeast of an aircraft factory.
10. There was intensive flying over the field with fighters.
11. There was intensive flying over the town, mainly twin-engine bombers fitted with retractable landing gear, single-rudder assembly and tail-gun position being observed.
12. [redacted] a large airfield was north of the town, east of the Ob River and west of the Transsiberian railroad line. This field was being enlarged and runways were under construction. 25X1
13. An airfield with barracks installations was east of the town and south of the Transsiberian railroad line. Aircraft of various types were stationed at this field. ** 25X1

[redacted]

Comment. On the basis of this report the following three airfields are believed to exist in Novosibirsk: North field (sources II and V); East field, a factory field (sources III, IV and VI); and West field (sources I and III). From the comparatively vague data of the report it is believed that the northern field is a military installation suitable for bomber units and occupied by IL-4s during the reported period. This field was apparently being enlarged for the reception of heavy bombers. It therefore seems possible that the field was to be occupied by a unit of the Long-Range Air Force (ADD). The field to the east of Novosibirsk is the factory field of Aircraft Plant No 153, which, during the reported period, produced Yak-9s and perhaps does so today. It seems questionable that 20 to 30 four-engine transports were actually observed at the western airfield, since most of the Soviet four-engine transports are used for commercial flying and since these aircraft are not stationed in large numbers at any given field. It is therefore possible that the aircraft were four-engine bombers of an ADD unit.

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